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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOLUME VI • NUMBER 4



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VOL. VI • JANUARY 1988 • NO. 4

• William E. Olson, Editor •
• 842 Mission Hills Lane, Worthington, Ohio 43085 •

NEW YEAR'S RESOLUTIONS

Looking back over the early years of this publication, I found, by and large, a lot more parts ads than we are seeing today. Indeed, if it were not for a small group of members who have consistently offered things for sale, the last dozen or so issues would have had very little. The sale or exchange of parts, and the finding of what one needs, are fundamental and important attributes of an organization such as this one. Reading the Editor's Deathless Prose, however informative or entertaining that may be, will not get anybody's car on the road if he's missing some pieces. Several of our newer members have told me that, while they like the Club, they are disappointed in it as a source of parts. I cannot blame them.

I would thus like a primary goal of the Club for 1988 — a New Year's Resolution, if you will — to be a clear improvement in our parts exchange. I regret to say that there are, in the antique car hobby, far too many people who are "collecting" parts, who buy but never sell, who are hoarding stuff against some imagined future "need." Webster says a "hoard" is a "hidden supply or fund stored up." When I was a boy in World War II, hoarding, particularly of "black market" rationed items, was considered highly anti-social conduct. I have no higher opinion of people who deliberately store up car parts they have no reasonably-predictable need for, on the ground that "some day" they will get a car that the parts will fit, or — worse yet — that some day the parts will become more scarce, higher-priced and thus more profitable to sell. The latter attitude is not only unfair to people who are looking for those parts today, it is bad economics. It could — I venture to say — be easily proven that any given sum invested at prevailing rates of compound interest in a CD five years ago would return more than the same sum "invested" in most antique car parts, even when one considers that the IRS will find out about the CD but not about the parts. People who hoard parts are — in a word — parasites on the hobby.

More numerous than the deliberate hoarders are the disorganized accumulators. These are the people who pick stuff up over time, stash it away uncataloged in cellars, garages, attics, barns and rented storage buildings, and forget they have it. Long after the car for which these things were acquired has been sold, they sit in a battered carton



FOUNDED BY DAVE LEWIS



somewhere, gathering dust and rust. Or, when the owner finally gets around to rebuilding the front end of his car, he finds he has four extra pairs of shock absorbers: when he saw some at Hershey three years ago, he didn't remember he'd bought some five years ago, at which time he didn't remember he'd bought some seven years ago. Although my own accumulation is by no means as large as some, I cannot exclude myself from this group. While the Disorganized Accumulators are less culpable than the Deliberate Hoarders, their effect on the hobby is the same: stocks of parts are off the market, unavailable to people who need them.

No one can quarrel with the keeping of spare parts in reasonable numbers for the cars one has: a rebuilt generator, say, or fuel pump, that sort of thing, especially where the parts are in relatively good supply. No one ought to quarrel with the storing up of stuff for a clearly-intended restoration, not of some "dream car" but of a car actually owned, even though the end of the restoration may be years off. It is when the collecting gets out of hand that the hobby and all its participants suffer.

Hoarding breeds more hoarding. If one guy thinks he'll never find things when he needs them, because the supply is locked up, he's likely to start hoarding too. Per contra, if he thinks others will share willingly with him, he is far more likely to share with them.

I suppose this is becoming another Harangue and Diatribe, and thus I will end it with these Pleas:

1. This winter, go through your stuff, find it all, sort it out, and offer to others what is surplus of your real needs.
2. Those who are in need, send me a "Wanted" ad. No one will know you need it if you don't say so. Everyone, read the "Wanted" ads, and respond to the needs of your fellow-man, as you would wish if you were he.

If each of us would make these his New Year Resolutions, the Club would be much the better for it.

BIGGEST BUCKS BUICK?

In case you missed the news, the 1936 McLaughlin Limited made for the then Prince of Wales — later King Edward VIII and a bit later the Duke of Windsor — sold in June 1987 at Sotheby's in London for 143,000 English Pounds, or about U.S. \$230,000. This is the most expensive Buick I've heard about. There is, of course, a romantic history associated with the car, which we touched upon in Vol. V, No. 6. Edward VIII was, so far as I know, the only English King to abdicate — a fancy word for "resign." He preferred twice-divorced Mrs. Simpson and the obscurity of exile in Paris to being King: a deal I might have gone for myself. As Duke, he also had a '38 McLaughlin Limited and a '39 Roadmaster, both with special coach work.

A FIELD GUIDE TO THE MEMBERS

A look through Peterson's A Field Guide to the Birds reveals that many avian species have diverse habitats, and that, while some species have declined, a number have extended their ranges, especially to the north. Like the birds, our members are found in diverse habitats as well, although we seem to be concentrated in the more densely-populated areas of the continental United States — no surprise, I'm sure. And, with the black vulture, the white-eyed vireo and the mocking bird (to name a few of the northward expanders), we too have recently extended our range considerably to the north.

I hope you will join in welcoming our northernmost member, Adrian Rubio (#667) of Barrow, Alaska. At approximately 71 degrees North Latitude, Barrow is above the Arctic Circle by some 350 miles. On December 21, 1987, the Winter Solstice, the duration between sunrise and sunset in Ohio was the shortest of the year: nine hours and 19 minutes. At Barrow it was zero: from the third week in November to the third week in January the sun is not seen, and an hour or so of "dusk" in the early afternoon is what you get. I will not even mention the temperature. Obviously, in such conditions "winter project" takes on a whole new dimension. Per contra, in June northern Alaska is the "Land of the Midnight Sun." Adrian, who works in a water treatment plant, has a 1937 model 41, which I assume he does not drive in winter, and also restores furniture. (In northern Alaska, wood is highly prized, since the nearest tree is several hundred miles to the south.) How the car got up there I do not know; perhaps we shall find out.

Curiosity piqued by the foregoing exercise, I determined that our southernmost member is Barry McGuire (#581) in New Zealand. However, at about 40 degrees South Latitude, Barry is no farther from the Equator than I am, and it's another 2,000 miles from there to the Antarctic Circle. Not quite the same as Barrow, Alaska.

Our own Field Guide to the Members — the 1988 Club Roster — should be ready at about the time you read this. The Roster is prepared by Mike and Barbara Vosganian (#447). While we try to make it as complete and accurate as we can, inevitably a few mistakes creep in. Additionally, those who joined or renewed memberships after a date around the first of November 1987 could not be included. Our thanks again to Mike and Barb for taking on this difficult and time-consuming job.

TRIVIA GEOGRAPHICA

For those of you who have not yet passed on to the Technical Tips or dozed off, a reward: confound your friends with this piece of Trivia Geographica. Alaska is at once the location of the northernmost, easternmost, and westernmost points in the United States. How can this be? Listen carefully, My Children, and I will tell you. The northernmost point (Point Barrow) we have already established. Alaska also includes the Aleutian Island chain, which stretches over 1,000 miles into the Bering Sea. Attu, the last island — which the Japanese occupied in World War II — is 250 miles past the International Date Line, at Longitude 172 degrees East. Some 300 miles west of there is a barren rock along Amchitku Pass, which at Longitude 179 degrees West is the westernmost point in the U.S. Attu is the farthest east, measuring everything, as is done officially, from Greenwich, England. If you doubt this, get out a world map and take a look. What in hell difference does it all make? Depends on one's point of view.

I am sorry that we have no "human interest" or "adventure" story this month. I'm tired of writing about myself, and you all may be tired of reading about me. Nobody has sent in anything for some time. How about it, folks? Are all your lives so deadly dull and boring? Has nothing interesting, amusing, frustrating, galling, happened to you ever? If you can't tell a car story, how about something else? No need to worry about syntax (unlike other forms of tax). Legible writing is all that's required. Meat loaf recipes are ready to be printed, AND I WILL DO IT. OR MAYBE I WILL QUOTE WHOLE ACTS OF KING HENRY VI OR HAMLET.

This is no idle threat! - Bill

COVER CAR: 1938 model 61 owned by John Mullenix (#436); Hastings, Michigan

This 1937 Goodrich tire ad is an interesting example of advertising style 50 years ago. I don't exactly find the story "thrilling." How about you?



REX BEACH
well-known author

**Read REX BEACH'S thrilling
True Story of the man who is
living on "Borrowed Time"**

"**H**URRY! Your wife is ill!" Constable Stilling, of Philadelphia, leaped into his car. There was no time to spare. 'Faster! Faster!' Then—without warning—BANG! A blow-out! The car leaped out of control like a wildcat—swerved to the left—just missed crashing headlong into a telephone pole.

But Lady Luck smiled that night—and the extent of Constable Stilling's injury was a wrenched shoulder. Some miracle had saved him. As he, himself, says: "I feel now that I am living on 'borrowed time.' There was every reason why I should have been among the missing."

**Many "Blind" To
Blow-out Dangers**

Just stop to consider what happens to your tires when you're skimming over the pavements at 50, 60 miles an hour. Naturally, the heat generated is terrific, and you're totally unaware of it because the trouble begins *inside* the tire. A tiny in-

visible blister may form between the rubber and the fabric. This blister keeps getting bigger and BIGGER until BANG! And then it may be too late.

It seems to me that, as far as *safer* tires are concerned, the greatest single contribution has been from Goodrich engineers. They have developed a real blow-out protection called the Golden Ply.

It is a layer of special rubber and full-floating cords, scientifically treated to resist internal tire heat. You can easily see what this means. Blisters don't get a chance to form between the rubber and fabric inside your tires . . . and that means blow-outs due to this heat don't get started.

You can be sure that Constable Stilling doesn't take any chances with his tires these days. He's ready for any emergency and so are his Goodrich Silvertown Tires. Here is another enrollment in the ranks of safe



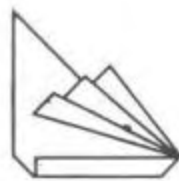
drivers who feel that tires which protect people from the dangers of high-speed blow-outs are a sound investment—a vital form of life insurance. Remember, you can buy these life-saving Silvertowns at Goodrich Silvertown Stores and Goodrich dealers everywhere.



Goodrich SAFETY Silvertown
With Life-Saver Golden Ply Blow-Out Protection



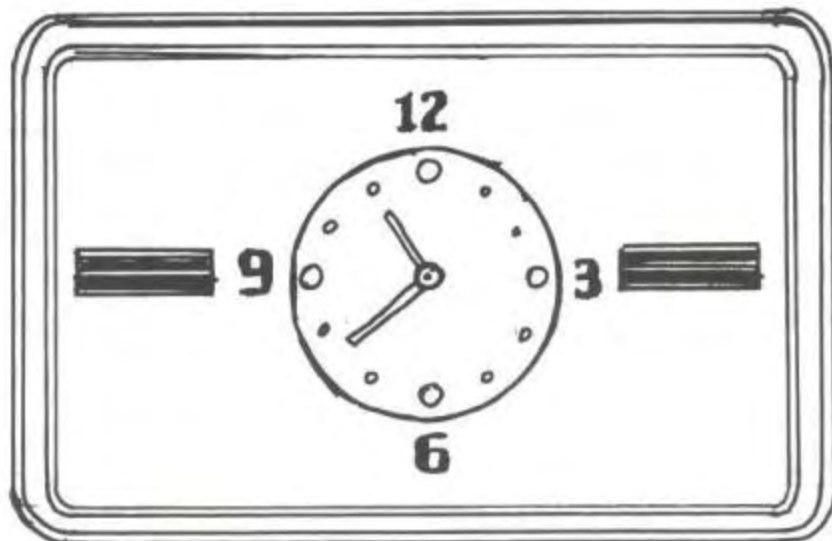
ACCESSORIES AND OPTIONS



REAR COMPARTMENT CLOCKS

Tom Gentile (#130) started me off on an interesting evening a couple of months ago by asking if I had any information on rear compartment clocks in 1937 Limiteds. Finding absolutely nothing in my archives, I called '37 90-series owners Bob Ward (#114) in Ontario, Canada and Jack Corliss (#279) in California. (Jack and I had a pleasant chat about all sorts of things besides the original question: thank goodness for "Reach Out America.") The answer, confirmed by both these worthy gentlemen, was very clear. The reason I could find nothing about 1937 rear compartment clocks is that there were no 1937 rear compartment clocks.

A clock, located in the center of the fixed panel behind the front seat, was standard on the 1938 Limited and the Roadmaster formal sedan (model 81F). It was also a factory-installed "special accessory" on the other '38 Roadmaster models (81, 87, 80C) at a cost of \$15.00 — not cheap for a clock in those days. (There were "special" accessories and "standard" accessories; typically, the "standard" accessories came with the car unless ordered out, and the "specials" had to be ordered in.) Shortly after the '37 inquiry, someone (I forget now who it was) sent me a short article on these clocks — his timing could not have been better. Unlike the dash panel clocks, which were electric, the rear compartment clocks were "wind-up." Presumably it was the chauffeur's job to keep the clock wound. The clock is recessed into the panel, and can be swung out on a bracket to reach the controls. The face of the clock is surrounded by a chrome bezel, which is fixed to the panel. The clock described in the article is marked "JAEGER," and has a rectangular face (2 3/8 in. x 3 7/8 in.) of brushed stainless with a circular dial surrounded by four numerals and two decorative panels, all embossed into the face. The dial, numerals and panels are black and there are white dots around the dial at the hour marks. (It may be that there were other manufacturers of these clocks, and variations in their style. The 1937 dash clock in my car was made by "Geo. W. Borg Corp., Chicago, U.S.A.") Below is a sketch of the 1938 Jaeger clock.



A TORQUE TUBE Exclusive-First Time in Print



Matching 1938 Paint Colors

ARTICLE BY THE EDITOR

COLOR FORMULAS AND TECHNICAL ADVICE BY LAUREN MATLEY

Those of you who have been with us for a while will recall that about two years ago, (Vol. IV, No. 3 - December 1985), we printed what I thought then--and still think--to be one of the most significant achievements of this Club: A set of formulas for duplicating, with the greatest possible precision, the original 1937 Buick body colors. Needless to say, that work was very well received. The 1937 formulas were developed over a period of several months by Lauren Matley (#049), using a mint set of large size original color samples. Lauren runs a paint business in Seattle that specializes in developing custom finishes for truck fleets, airlines, body manufacturers and--yes--even "old car nuts." This has given him access to the most sophisticated state-of-the-art equipment for color analysis.

After the 1937 article appeared, we started a search for a comparable set of original 1938 color samples. After some looking, Lauren eventually found a set which, while not quite as good as the '37 samples, he thought adequate to the task. (The folders with the 1/2" by 2" chips that many of us have seen are not enough for this kind of analysis, primarily because the samples are simply

ABOVE: 1938 McLaughlin Special--Ross McConnell (#484); Oakville, Ont.

too small, but also because the colors have had too much exposure to light and handling.) Using this 1938 set, which has color samples about 2" by 4" in size, and a Sikkens "color map" and light box, Lauren has now developed formulas whereby most 1938 body colors can be duplicated in either DuPont CENTARI enamel or LUCITE lacquer, and all these colors (except Cezanne Beige--see discussion below) in one or the other finish.

These formulas are set forth below, together with some explanatory text and notes, part of which is a revised edition of material from the December 1985 article. You can take the appropriate formula to any DuPont auto paint jobber--there are some 6,000 in the U.S.--and get your paint mixed from it. (I know this is true because I tried it with the 1937 Coronary Green formula for my previous car; I also got into a long discussion with the paint man about antique cars.)

At the outset, an important word of caution: the formulas will produce colors that, in Lauren's judgment, are as close to the original colors as it is reasonably possible to come; however, they may not be--indeed, probably are not--precise duplications of the factory-fresh cars. The matches have been made using some of the very best technology available, from a set of original samples that are probably the most accurate obtainable today. Of necessity, however, the process has in it a considerable amount of Lauren's personal judgments and perceptions, and even those excellent samples, however well-preserved, may not themselves be precise. While I have the highest regard for Lauren's knowledge and experience in the field of automotive finishes, every person's perception of color may vary to a greater or lesser extent from every other person's. Moreover, all colored finishes change to some degree over time. Therefore, if you have a 1938 car still in its original paint, it is quite likely that use of the applicable formula will produce a color different in appearance from that now on the car. This is not because the formula is poor, but rather because the car's paint will have changed color over time, even in areas protected from weather. Likewise, you may have seen a refinished car whose owner claimed to have matched the original color, and find that the appropriate formula does not appear to give a close match of that car. There are several reasons, of course, why this might be so. As noted above, we believe we have come as close as is humanly possible.

IMPORTANT NOTES ON FORMULAS

1. Where an asterisk (*) is used with a lacquer formula, if you intend to apply a top coat of 380-S Clear, substitute 475-L Binder in place of 465-L Binder and 485-L Balancer.
2. Except for the Engine Green, enamel formulas are for DuPont CENTARI acrylic enamel and lacquer formulas are for DuPont LUCITE acrylic lacquer. IMRON is a polyurethane enamel, highly recommended for engine and frames.
3. For a black car (Code 515) use any of the following, available in factory package quarts and gallons:

DUCO Nitrocellulose Lacquer - 44
LUCITE Acrylic Lacquer - 99
CENTARI Acrylic Enamel - 99A
IMRON Polyurethane Enamel - 99U

(DUCO, DULUX, LUCITE, CENTARI, IMRON are DuPont registered trademarks.)

4. The number shown opposite the various mixing colors are "Scale Settings," which the paint supplier will use in making up the paint. Unless otherwise noted, these are for one gallon.
5. The number in parentheses following each color name is the original DuPont nitrocellulose formula number.

Code 516 - GAINSBOROUGH BLUE
(DUCO 246-51995)

<u>Lacquer</u>		<u>Enamel</u>
406-L Black	162	No Formula
401-L White	343	
416-L Blue	749	
425-L Blue	1166	
465-L Binder	2752	
485-L Balancer	3487	

Code 517 - VAN GOGH GREEN
(DUCO 246-51252)

<u>Lacquer</u>		<u>Enamel</u>	
418-L Blue	44	758-S Drier	178
401-L White	256	724-A Blue	477
406-L Black	636	701-A White	987
425-L Green	1400	741-A Yellow-Green	2059
465-L Binder	3276	705-A Black	3562
485-L Balancer	3540		

Code 518 - TITIAN MAROON
(DUCO 246-52338)

<u>Lacquer</u>		<u>Enamel</u>	
401-L White	96	758-S Drier	179
434-L Maroon	311	747-A Mon Red	301
406-L Black	639	701-A White	647
441-L Dark Violet	1481	749-A Maroon	1211
465-L Binder	3551	716-A Red	2104
		705-A Black	3580



Code 519 - BOTTICELLI BLUE
(DUCO 202-51567)

<u>Lacquer*</u>		<u>Enamel</u>	
430-L Mon Red	16	758-S Drier	176
406-L Black	202	747-A Mon. Red	293
411-L Med. Alum.	490	705-A Black	1030
418-L Lt. Blue	786	724-A Blue	1746
419-L Organic Blue	1406	722-A Phthalo Blue	2486
465-L Binder	3184	710-A Med. Alum.	3595
485-L Balancer	3484		

Code 520 - WHISTLER GREY
(DUCO 202-51576)

<u>Lacquer*</u>		<u>Enamel</u>	
402-L White	47	758-S Drier	178
428-L Oxide Red	179	747-A Mon. Red	203
453-L Fer. Yellow	425	701-A White	231
406-L Black	699	710-A Med. Alum.	1207
411-L Med. Alum.	799	705-A Black	3556
465-L Binder	1460		
485-L Balancer	3500		

CAUTION ON WHISTLER GREY: Unlike the other colors, the lacquer and enamel formulas here were developed from different samples, not both formulas from the same sample. It is recommended that you not use both lacquer and enamel on the same car, unless you have mixed both, sprayed them on test panels, rubbed out the lacquer and carefully compared the results. Sorry, this is the best we can do on this color.

Code 521 - HOMER GREY
(DUCO 202-52687)

<u>Lacquer</u>		<u>Enamel</u>
411-L Med. Alum.	85	No Formula
440-L Violet	202	
406-L Black	1303	
457-L Irg. Yellow	1373	
465-L Binder	3486	

Code 522- COROT BEIGE
(DUCO 246-9846)

<u>Lacquer</u>		<u>Enamel</u>	
457-L Irg. Yellow	100	758-S Drier	193
406-L Black	203	717-A Oxide Red	475
453-L Fer. Yellow	628	732-A Fer. Yellow	835
428-L Red Oxide	1073	705-A Black	1365
402-L White	1895	700-A White	3857
465-L Binder	3400		
485-L Balancer	3600		

Code 523 - VAN DYCK BROWN
(DUCO 202-52558)

Lacquer*

434-L Maroon	8
411-L Med. Alum.	257
406-L Black	414
401-L White	587
455-L Red-Gold	767
438-L Pon Orange	1074
465-L Binder	2540
485-L Balancer	3491

Enamel

758-S Drier	178
732-A Fer. Yellow	211
701-A White	355
748-A Mon Violet	577
705-A Black	893
752-A Trans. Oxide	1211
710-A Med. Alum.	2370
756-A Binder	3552

Code 524 - RAPHAEL GREEN
(DUCO 202-52573)

Lacquer*

401-L White	72
443-L Mon Green	196
405-L Black	349
455-L Red-Gold	508
411-L Med. Alum.	759
465-L Binder	1804
485-L Balancer	3487

Enamel

758-S Drier	178
700-A White	196
705-A Black	342
752-A Trans. Oxide	614
756-A Binder	1140
711-A Med. Alum.	1780
741-A Yellow-Green	2525
710-A Aluminum	3550

1937-1938 ENGINE GREEN

(Note: Scale settings are for one quart.)

IMRON Enamel

559-U Blue	357-1/2
561-U Green	617-1/2
548-U Yellow	682-1/2
536-U Red Oxide	780
555-U White	812-1/2
535-U Black	832

DULUX Enamel

VD5450 Drier	45
1-D White	105
15-D Blue	255
40-D Yellow	355
3-D Iron Blue	955

Cezanne Beige (Code 525) apparently was introduced sometime during the 1938 model year, and may have been a substitute for Corot Beige. Since all of our color samples came from material brought out with the introduction of the 1938 models, we have no sample for Cezanne Beige and thus have no formulas for it. If you have a car with "525" stamped on the firewall ID plate, and want to know what the original color looked like, you have a problem: unlike some colors, Cezanne Beige appeared in 1938 only; the 1939 beige has a different number. If any member has a good sample of Cezanne Beige, he is urged to notify the Editor.

* * * * *



1938 Century convertible--Ben Gostanian (#255); Fresno, CA

As most of you know, while for 1937 all painted wheels were done in the same color as the car body, for 1938 there were "optional wheel colors." In addition, with some 1938 body colors, neither the standard nor the optional wheel colors were the same as the body color. We know the names of these wheel colors, but have no reliable information as to what they actually looked like. I have never seen any color charts or formulas (even obsolete ones) for them. We have covered this subject before, but for purposes of completeness I thought it would be helpful to set forth a chart of the 1938 wheel colors, and this appears below.

This chart also shows that wheels were done with enamel, not lacquer (as noted above, that is the difference between "DUCO" and "DULUX"). That's what most restorers do today: lacquer--especially nitrocellulose--is more easily chipped, and will not long survive removal of hubcaps and trim rings.

Comb. No.	Year	BODY UPPER PANEL		BODY LOWER PANEL		WHEELS			
		Color	Duco	Color	Duco	Color	Dulux	Stripe	Duco
515	1938	Rembrandt Black	242-2122	Same	.....	Black	2206	Silver	289-420
						(Opt.) Dante Red	82-20383	Silver	289-420
516	1938	Gainsborough Blue	242-51896	Same	.....	Gainsborough Blue	94-20329	Silver	289-420
						(Opt.) Dante Red	82-20383	Silver	289-420
517	1938	Van Gogh Green	242-51252	Same	.....	Van Gogh Green	94-3390	Silver	289-420
						(Opt.) Sevenjay Green	94-20118	Silver (Outer)	289-420
								Yellow (Center)	289-520
518	1938	Titian Maroon	242-52338	Same	.....	Titian Maroon	94-20361	Silver	289-420
						(Opt.) Dante Red	82-20383	Silver	289-420
519	1938	Botticelli Blue	202-51567	Same	.....	Botticelli Blue	82-3444	Silver	289-420
						(Opt.) Dante Red	82-20383	Silver	289-420
						(Opt.) Vincennes Red	82-20522	Cream	289-520
520	1938	Whistler Grey	202-51576	Same	.....	Whistler Grey	82-3491	Carteret Red	289-508
						(Opt.) Dante Red	82-20383	Silver	289-420
521	1938	Homer Grey	202-32187	Same	.....	Stanhope Blue	94-20331	Silver	289-420
522	1938	Corot Beige	242-9846	Same	.....	Bugatti Red	94-20265	Silver	289-420
523	1938	Van Dyck Brown	202-52558	Same	.....	Van Dyck Brown	182-20330	Silver	289-420
						(Opt.) Ormond Tan	94-3970	Cream	289-520
						(Opt.) Vincennes Red	82-20522	Cream	289-520
524	1938	Raphael Green	202-52573	Same	.....	Sevenjay Green	94-20118	Silver (Outer)	289-420
								Yellow (Center)	289-520
525	1938	Ce'Zanne Beige	202-53007	Same	.....	Ce'Zanne Beige	182-20595	Silver	289-420
						(Opt.) Bugatti Red	94-20265	Silver	289-420

A month or so ago, I was discussing with John Huffman (#623) the appropriate colors for a 1937 Roadmaster. John called my attention to something that is quite obvious once one thinks to look for it, but which had eluded both Lauren Matley and me: several colors were carried over from one model year to another, with changes of name but no change in formulation. The apparent champion for such longevity--at least for the years covered by my source material--is my old favorite dark green. (No, it's not black: the 1936 and 1937 blacks were different from the 1938-1942 black; just as with any other paint, there are differences in blacks. This is well illustrated by the story of "Two Rabbis," which I will tell at the BCA National.)

For such interest as it may have, there is a list of 1937 or 1938 colors that survived more than one year.

1. 1936 Chateau Green (422); 1937 Coronary Green (502); 1938 Van Gogh Green (517); 1939-1942 Verde' Green (532, 543, 562, 42-05): all DUCO 242-51252 or 253-51252.
2. 1936 Phantom Grey (432); 1937 Wellington Grey (505); 1938 Whistler Grey (520); 1939-1940 Acadia Grey (535, 546): all DUCO 202-51576 or 213-51576.
3. 1936 Cascade Blue (431); 1937 Sudan Blue (504); 1938 Botticelli Blue (519); 1940 Bandelier Blue (545); all DUCO 202-51567 or 213-51567.
4. 1936 Ballue Brown (423); 1937 Bengal Brown: DUCO 246-6525.
5. 1936 Cardinal Maroon (429); 1937 Sandringham Maroon (503): DUCO 246-50721.
6. 1936 Moderne Grey (425); 1937 Windsor Grey (506): DUCO 202-51771.

* * * * *

Before we leave for now the subject of paint, a few observations I have made in the past may bear repetition.

- People's perceptions of color can vary widely: a color I call "green" my wife will call "blue." Moreover, all colors, no matter by whom seen, are functions of reflected light. Thus, altering the character of the light falling upon any object may alter the perceived color of that object. This is especially noticeable with the "cool white" fluorescent lamps commonly used. (I learned this the hard way, and eventually re-lit my basement workshop with expensive "day-light" fluorescent tubes.)
- A small area of one color may have a much different visual impact than a large area of the same color. A small "chip" of--say--Gainsborough Blue will look somber and almost black. Over an entire Roadmaster sedan, the effect will be quite different.

- Colors have a psychological impact as well, and tend to most people to convey thoughts or moods or to have associations. Consequently, some colors will generally be considered more appropriate to certain models and body styles than other colors. While almost any model can handle black, dark blue or maroon successfully, the same cannot be said of lighter colors. A convertible or sport coupe in beige looks rakish and spirited; by contrast, a Roadmaster sedan in beige looks like a taxi.
- All of these considerations combine to suggest that colors be chosen with thought and care. Firstly, examine any sample of color in bright sunlight. Secondly, try to visualize how that color will look on the whole car in bright sunlight. If the least in doubt, invest in a gallon of the paint and a 4 x 4 sheet of masonite, then paint this "test panel" and look at it in bright sunlight. It's better to waste \$50 than hear a lifetime of "why'd ya paint it that color?" Thirdly, consider whether the color is "right" for the car.
- Unless you are skilled or can devote considerable space, time and effort to practice, unless you have the necessary equipment, leave painting to the best professional you can find. However meticulous a restoration may otherwise be, a mediocre paint job will destroy it.



1938 Limited in Botticelli Blue. Not bad in black & white, but an eyefull in color. I wouldn't have done that, myself.



TECHNICAL TIPS



OLD WINE IN NEW FLASKS

In this issue, and from time to time in the future, we will re-visit some technical subjects, by way of reprinting articles or passages from earlier volumes (either verbatim or in revised version). There are two chief reasons for this:

1. The Editor, however facile his brain and pen, cannot endlessly create new and useful matter within the constraints of time he must live within (see preceding issue), or of the source material available to him; moreover, much of the stuff promised by members on technical subjects has not yet been delivered.
2. Our experience is that some 70 to 90 new members join each year, while as many, for one reason or another, drop out; therefore, in the space of three years there will be added 210-270 people who have never seen, but who well may profit from, material covered three or four years ago.

To those to whom the re-plowing of old fields may be dull: my apologies, and my suggestion that the way to new and interesting ground is within your power to point. That is to say, if any "old-timer" is annoyed by the reprinting of old matter, let him both balm his own annoyance and enlighten the rest of us by sending in new matter.

Discussed below are a few subjects covered before, dressed up, in some cases in slightly more stylish clothing, and perhaps seasoned with a pinch more experience. (How's that for mixing metaphors?)

ADJUSTING HOODS AND NOSES

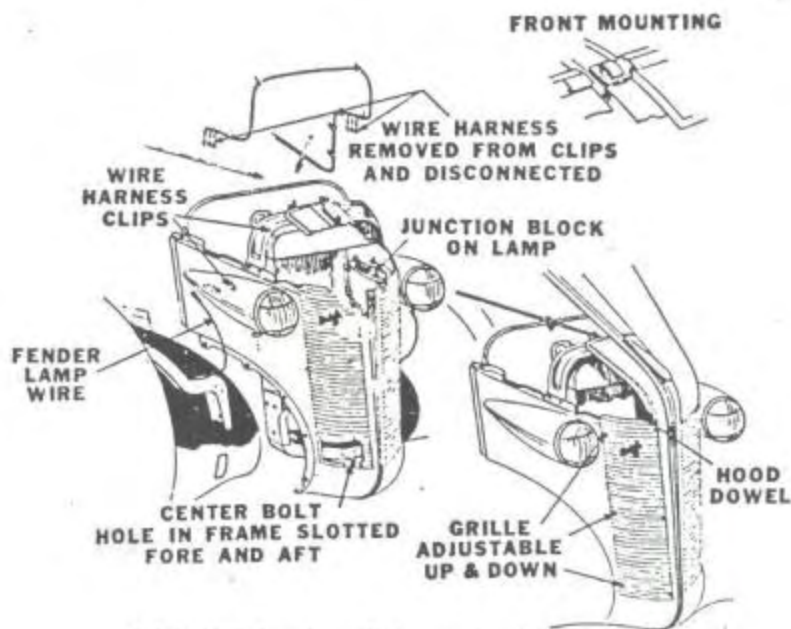
(Vol. III, No. 3, Page 28 - December 1984 - rewritten)

How many '37's have you seen with perfect alignment of hood, cowl and nose piece? None: it is difficult even to come very close. The Special I sold last summer came to me with the best-fitting '37 hood I have ever seen, and my then-innocent efforts to tweak it into even better precision of fit ended invariably in making things worse. From this I learned why so many hoods did not seem to fit right. The following is the advice of Dave Lewis, based upon several lessons learned the hard way.

Firstly, if you really mean to get it right--or as close thereto as feasible--once and for all, take off the front fenders. That is easy compared with what is to follow, and it will improve your chances considerably. The fenders lock everything into place. Then loosen the two bolts which hold the hood and all the front end sheet metal attaching bolts. The large center frame mount under the radiator should be shimmed, if necessary, to get the correct

height. You can change everything by moving the nose forward or back as well as side to side. You should have a helper who can watch as you make each move and tell you what is happening, since it will be impossible for you to see it. It is also highly desirable to put masking tape on all areas that might be scratched, as it is very easy to make a mess of your paint job. The helper must be alert to this; you probably will have overlooked a few spots. Every time you move the nose it changes several alignments of the hood, and you will immediately discover that when you move the nose to correct one side it will mess up the other. It is important to try to visualize in your mind what will move when you move the nose one way or another. It will probably take several mistakes before you catch on. Persevere: just as you are about ready to throw in the towel, things will fall into place. Then tighten everything up carefully and replace the fenders; they will lock it all in place. The fastening closed of the hood is adjusted by moving the three latch hooks on each side.

The '37 hood is a nasty and difficult problem, which is why Buick went to a different style hood in '38. The '38 hood decreases accessibility, but it is much easier to get a good fit. You should set aside at least two or three hours for an alignment job, and send your wife, kiddies and maiden aunt off to the movies. Indeed, this is the kind of job that, in my experience, often benefits from interruption for meditation, the drinking of a pint or so of your favorite beverage, or a walk around the block. This gives gray cells a chance to cogitate, and the benevolent spirits to regroup from the flight your curses and calls upon the devil drove then into. Frequently, things go much better after such an interlude. But whatever aids you use, it ain't easy. If your car presently has a decent fit, if not a perfect one, think twice before you mess with it.



Buick 1937 hood, radiator and grille mounting

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HOOD RATTLE
CORRECTION - 1937

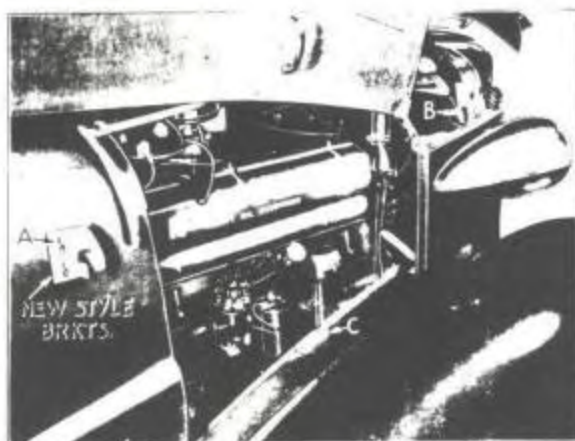


Fig. 65

Hood rattle on 1937 Models can be eliminated by following the procedure outlined below -

1. Lower front and rear hood catch bracket "A" and "B" in Fig. 65 to extreme end of slot as shown.
2. Adjust center bracket "C" Fig. 65 in or out to give correct tension and easy hood handle operation.
3. With hood raised, form by hand the front end of hood to insure proper contact with dowel pin "D" Fig. 66. (Hood should be over formed at this point enough to cause hood to contact pin "D" before locking hood handle.)
4. Metal shown at "E" in Fig. 66 should be cut and driven back to insure hood clearance at this point.
5. Close hood and check for looseness at shroud. Looseness can be corrected by inserting a piece of hood lace or thin felt under present hood lace, see Fig. 67. Thickness of lace should be determined by closing hood and checking relation of hood and shroud, making sure that hood does not protrude above shroud line.



Fig. 66

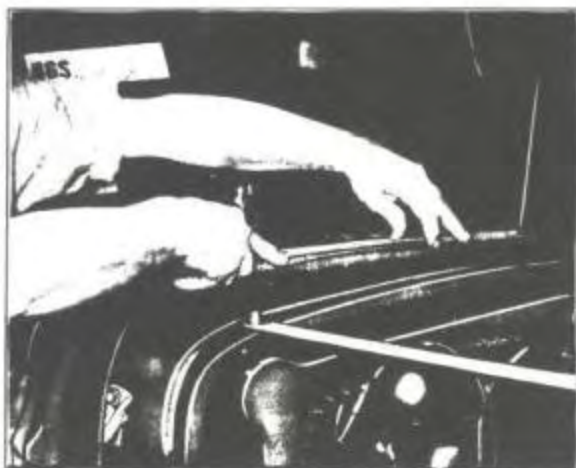


Fig. 67

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(BPS 2.005 - Pages 329 & 327)

HOOD ALIGNMENT 1937 ALL SERIES

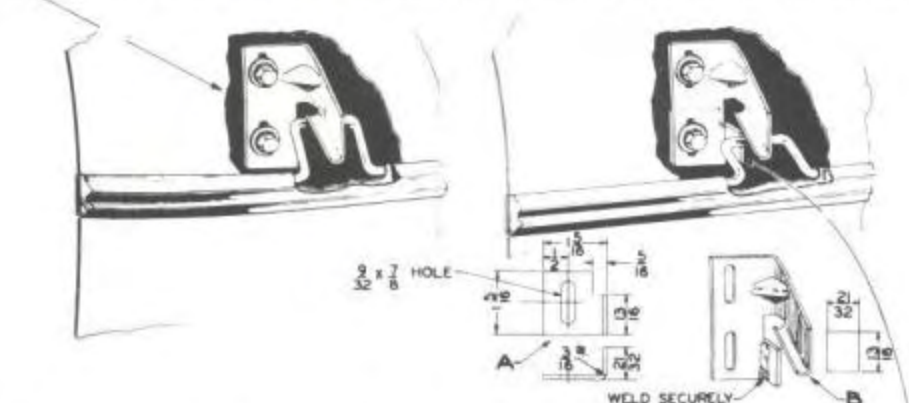
When difficulty is experienced at the rear hood catch or hood moulding is out of alignment with that on the body, this is usually caused by the hood catch rod drawing up too far on the bracket, causing the hood to be drawn in too far, resulting in misalignment.

This condition can be corrected by following instructions in Fig. 84.

WHEN DIFFICULTY IS EXPERIENCED AT THE REAR HOOD CATCH OR HOOD MOULDING IS OUT OF ALIGNMENT WITH THAT ON THE BODY PROCEED AS FOLLOWS

THESE CONDITIONS USUALLY OCCUR WHEN THE HOOD CATCH BRACKETS ARE ADJUSTED TO THE BOTTOM OF THE SLOTS.

EXAMINE HOOD CATCH BRACKET IF IT IS OF THE TYPE SHOWN - THE HOOD CATCH ROD TRAVELS UP THE BRACKET PULLING THE HOOD SIDE IN - MISALIGNING THE MOULDING AND THE HOOD WILL NOT DRAW DOWN.



TO CORRECT THIS CONDITION A STOP HAS BEEN ADDED TO THE HOOD CATCH BRACKET AS SHOWN.

1-ST TYPE BRACKETS CAN BE REPAIRED AS FOLLOWS.

1-MAKE A BRACKET AS SHOWN AT A AND ASSEMBLE UNDER THE PRESENT ONE AS SHOWN ABOVE.

2-A SMALL PIECE OF METAL CAN BE WELDED TO THE PRESENT BRACKET AS SHOWN AT B.

EITHER METHOD PROVIDES A DEFINITE STOP FOR THE HOOD CATCH ROD WHICH PROPERLY ALIGNS THE HOOD AND BODY MOULDINGS.

★ SUPPORT OUR ADVERTISERS ★

That little slogan which appears in these pages every month means what it says. The firms that advertise in these pages all have good reputations for service and quality. When you buy from them, please mention their ads in The Torque Tube; it's hard for businesses to know how well their ads are working unless we tell them. In particular, two of these firms -- Bob's Automobilia and Lynn Steele -- have new catalogs out that are better and more comprehensive than their old catalogs. Every member who is working on a car should have them. See their ads in this issue.

MORE BRAKING POWER FOR 40- AND 60-SERIES CARS

(Vol. I, No. 5, Page 14 - May 1982 - rewritten)

This "tip" was sent in by Bob Pipkin (#076), who knows Buick repair and restoration inside and out. In the process of working on many cars, Bob has developed several invisible modifications that improve reliability and adaptability to modern roads and driving conditions. This is one such series of modifications.

1. Giving your 1937-38 series 40 a little more braking power is a matter of bolting on stock components. Use all four brake drums, shoes, springs, retainers and backing plates from a '37 or '38 60-series car. This will increase brake width from 1-3/4 inches to 2 inches. The hardest part of this is finding a 60-series parts car. (Buick should have used this modification, but apparently did not, in the "police" and "taxi" packages for 40-series cars.)
2. By using 1940 series 60 and 70 brake components on the '37-'38 series 60, you can increase brake size from 2 inches to 2-1/4 inches. Again, use the drums, shoes, springs retainers and backing plates.

If you really want to "go for bear" on both the 1937-38 series 40 and 60, try this:

3. Use the complete brake assemblies from 1941-49 series 60 and 70 Buicks, including the front hub and spindles. This gives 2-1/4 inch brakes front and rear and the added bonus of larger front outer wheel bearings.
4. With all the modifications discussed above, use the larger front wheel cylinders from 1942-49 series 40, 50, 60 and 70. (You can also use these without other modifications.) These are easier to locate if you are searching for NOS parts. (Note: Since Bob wrote this article in 1982, we discovered that NAPA carries a good replacement for the original 40-series wheel cylinders. I suspect there is a NAPA replacement for the '42-'49 cylinders also.)

All of these modifications have worked well on Bob's cars. They require no special tools or machine work.

40- AND 60-SERIES BRAKE PARTS

Compiled from several prior issues, here is a list of new NAPA and Raybestos/Manhattan brake parts that will interchange with original '37 and '38 40- and 60-series parts. (Some of the numbers are about five years old, and may have been superseded or the parts discontinued. However, you should be able to find most or all by a little diligent looking. Hint: When looking for NAPA parts, go to the biggest store in the biggest city you can conveniently reach.)

<u>Part</u>	<u>NAPA #</u>	<u>R/M #</u>
Wheel Cylinders, Front	United 7536, 7	
Wheel Cylinders, Rear	United 7563, 4	
Wheel Cylinder Kit, Front	United 35	WK-35
Wheel Cylinder Kit, Rear	United 21	WK-21
Master Cylinder Kit	United 3	WK-3
Front Hose	United 4497	BH-7600
Rear Hose, Frame to Tube (Exc. '38 Convert.)	United 35019	BH-6100

The various pins, springs, adjuster screws, etc., are usually easy to find by matching what you have.

GASKETS

Here is an up-to-date list of Fel-Pro gasket part numbers for both large and small engines. All of these are still made, and any auto parts store or jobber that handles Fel-Pro should be able to order them for you. If you have trouble, write to Fel-Pro, Inc. 7450 North McCormick Blvd., Skokie, IL 60076.

40 Series (247) Engine

Full Set	FS7549B-2
Intake Man.	MS8910
Exhaust Man.	MS2498B
Exhaust Pipe Flange	8938 (2 req.)
Fuel Pump	6579
Oil Pan	054038D
Rear Main	BS3987
Valve Cover	VS4035A
Push Rod Cover	PS40184

Water Pump Outlet; Timing Chain, Cover ('38 only): included in the full set, not available separately.

60-80-90 Series (320) Engine

Full Set	HS7612B
Intake Man.	MS8912
Exhaust Man.	MS840B
Fuel Pump	6579
Oil Pan	054025C
Rear Main	BS3987
Valve Cover	VS4027A

Head; Push Rod Cover; Timing Chain Cover ('38 only): included in full set, not available separately.





CAR WASHING - THOSE NASTY WHITE SPOTS

Most of us have had trouble at one time or another with white spots on car finishes. These come principally from the drying of beads of water, especially where a wet car is left in the sun. All water except the distilled stuff has minerals dissolved in it. The nature and amount of these vary. Frequently they are salts of calcium and magnesium (i.e., "lime"), but many other compounds may be present. Where I live the water is very "hard," and a water softener is essential to avoid rapid destruction of pipes and water heaters. Unfortunately, the outside faucets, which will be used for car washing and lawn watering, are not connected to the softener. The white spots result when the water evaporates, leaving the mineral salts behind. Especially on a hot summer day, these salts will stick to the finish, and subsequent washing with soap and water will not remove them. Although many years ago rain water was considered "soft"--some older members may remember "rain barrels," the contents of which were used by the ladies for hair washing--today rain sometimes contains stuff which also can spot car finishes.

Obviously, the best way to avoid white spots is to wash your car in the shade or at dusk, use the "softest" water you can, and dry it off thoroughly with old bath towels or a good chamois. Sometimes, however, spots creep in despite our best efforts. Once I left an "everyday" car in the driveway on a summer afternoon. My neighbor set up his lawn sprinkler, and a fresh breeze blew a fine mist from his lawn to the car. When he shut off the water and the car dried, one side of it was covered with little white spots. Quickly plumbing my knowledge of "home remedies," I tooled off to the nearest market and bought a gallon of generic white vinegar--no need for the fancy, salad-oil stuff--and a soft bristle brush. I then washed the spotted side of the car with straight vinegar, scrubbing gently with the brush, and rinsed with "soft" water brought in pails from an inside faucet. Viola! Spots gone. Vinegar, a mild acid, will attack the mineral salts, which are usually alkaline, and dissolve them. The sooner you do this the better, since time and sun will tend to bake the spots on more and more firmly.

If the vinegar bath does not work, you'll have to resort to polishing or rubbing compounds. The vinegar may remove wax: you should be able to tell by the way water beads on the surface. Obviously, strong rubbing compounds should be avoided if possible, since they remove paint. The amateur should not attempt to use them with a powered buffing wheel: it's all too easy to remove all the paint if you don't have the skill.

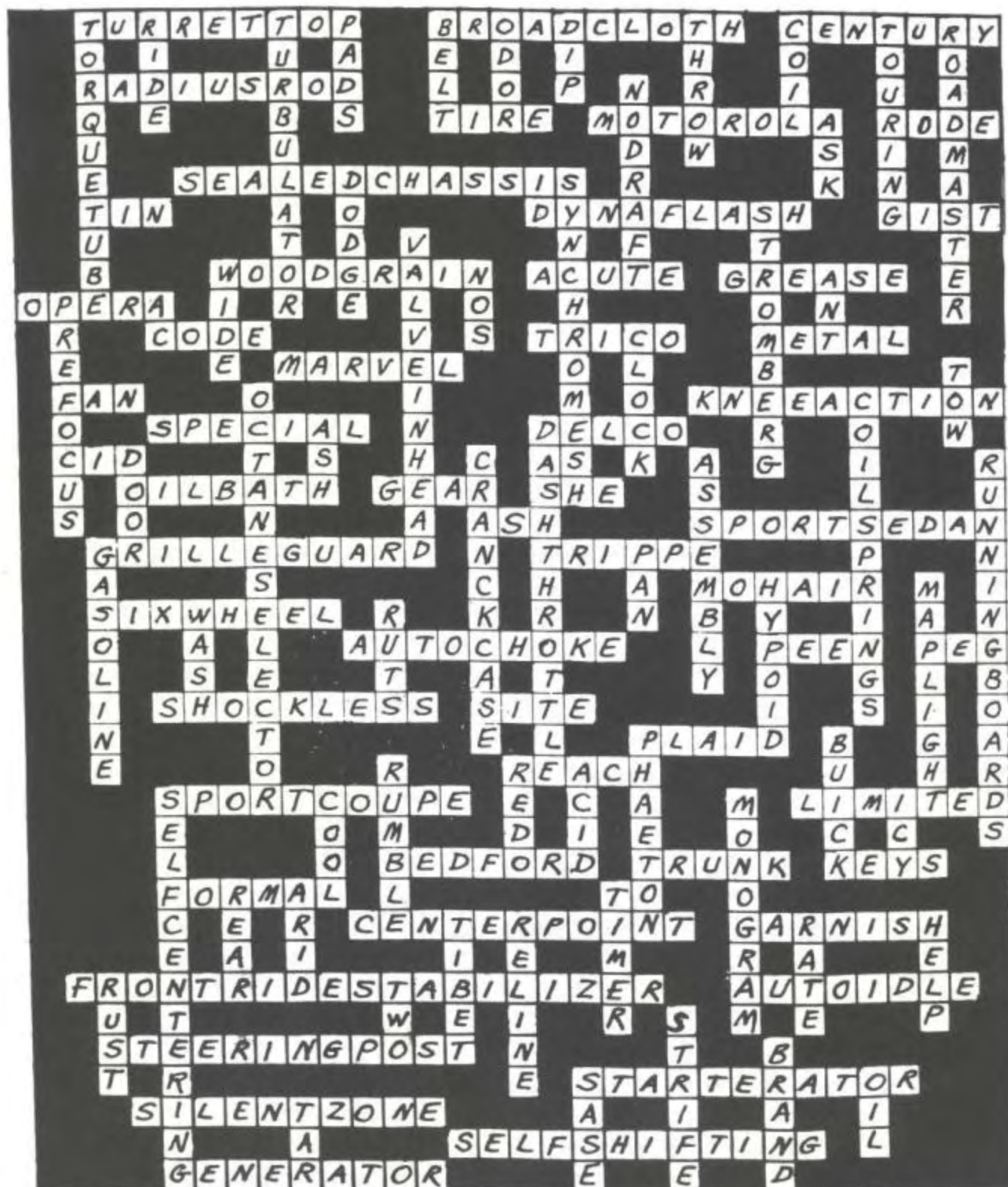


CARS FOR SALE



CAR FOR SALE: The Editor received a note from a former member who wishes to sell a 1938 Model 41. To the extent decipherable, the note appears to indicate that the engine and running gear have been rebuilt and that the car has been stored indoors for some time. Those interested may contact Rolland McKenzie, 3320 Scatterfield Road, Anderson, Indiana 46013.

LAST MONTH'S BUICK PUZZLE ANSWER





PARTS FOR SALE



All parts fit year and series indicated, and possibly other years.
Series is shown in parentheses.

NOS set rod brgs .001 for insert rods 37-8(40)	\$70/8
NOS set rod brgs .002 for insert rods 37-8(40)	\$70/8
NOS clutch driven plate 37(40)	\$40
NOS generator brush set 37-8	\$ 4
NOS ignition point set 37-8	\$ 4
NOS horn cable connector 37-8	\$10
NOS lead, breaker plate to distr. body 37-8	\$ 1
NOS distributor rotor 37-8	\$ 2
NOS spark plugs 37	\$20/8
NOS horn ring rubber separator 37-8	\$15
NOS int.steering arm bearing kit 37(40-60)	\$ 9
NOS cigar lighter element 37-8	\$ 3
NOS running board mouldings with clips 37(40)	\$200/pr
NOS vacuum starter switch 1594 36(40) & 37(40 Marvel BD1)	\$35
NOS transmission case 37(40)	\$75
NOS counter gear 37-8(40)	\$40
NOS clutch gear 37(40)	\$35
NOS reverse idler gear 37-8(40)	\$20
NOS second speed gear 37(40)	\$30
NOS sliding sleeve 37(40)	\$20
NOS first & reverse gear 37-8(40)	\$25
NOS second speed synchro drum 37(40)	\$25
NOS third speed synchro drum 37(40)	\$20
NOS mainshaft 37(40)	\$30
NOS counter gear shaft 37-8(40)	\$15
NOS reverse gear shaft 37-8(40)	\$10
NOS second & third speed yoke 37-8(40)	\$15
NOS first & reverse yoke 37-8(40)	\$15
NOS transmission shift bar 37-8(40)	\$10

Please add 10% shipping & handling to all prices. other parts available.
Frank Bates, 53 Ivy Lane, Sherborn MA 01770 617-655-0732

FOR SALE: Presently accepting inquiries for free delivery to BCA National Meet in Flint, Michigan next summer, of heavy items such as: engine blocks, transmissions, differentials, radiators, springs, brake drums, steering boxes, fenders, hoods, trunk lids, doors, rims. A deposit of 10% of agreed price required in advance. Send itemized list and 40¢ in coin to:

ROBERT L. JAMES (#371)
P.O. Box 531
Whitby,
Ontario L1N 5V3 CANADA

FOR SALE:

'37 nose cone, complete with grilles, center molding, emblems. This is a good used unit I found hanging on a barn wall (yes, they're still out there). Grilles are super nice, center molding has a minor dent in the center & is flat on the extreme lower end. Hood ornament tip is broken. \$150 complete as is, or \$200 if I metal finish the molding.
'38 grille halves, pitted. \$65 pair.
'38 small series radiator, nice, tested. \$150
'38 small series transmission, for parts only. \$20

LARRY McGRAY (#429)
Larry McGray Antique Automotive
248 North Main St.
Oconto Falls, WI 54154
414/846-3426



PARTS WANTED



WANTED: 1938 80,90 series rear stabilizer bar (radius rod), not bent. Will purchase, or could borrow one and return it. (1939, 1940 are same part.)

DAVE LEWIS (#237)
3825 South Second St.
Springfield, IL 62703
217/529-5290

WANTED: 1937-1938 Type "AB" AC fuel pump for series 60,80,90; complete pump or rebuildable core.

DOUG NELSON (#051)
761 Hylo Road S.
Salem, OR 97306
503/399-0647

WANTED: For 1938 model 41-- rear bumper guard; gas tank sending unit; rear vent windows.

CARPET GALLERY, INC. (Jay Kassakian, #026)
117 Water Street
Newton, NJ 07860 201/383-5435

WANTED: Pair of 1937 tail lights; complete assembly, or will buy lenses separately.

RICK WILSON (#539)
22 Noble Street
Delaware, OH 43015 614/362-1134



NEW MEMBERS



Adrian Rubio (#667)
Box 776
Barrow, AK 99723
907/852-3037
'37 41

Edward C. Williams (#668)
Rt. 1-Box 379
Fieldale, VA 24089
703/673-1747
'38 46C

Paul Hayek (#669)
6125 Code Ave.
Edina, MN 55436
612/925-2618
'38 41

Don Bianchi (#670)
130 Woodward Ave.
Rutherford, NJ 07070
201/933-3035
'37 91

Tom Savino (#671)
57 Chestnut St.
Westbury, NY 11590
516/997-9348
'37 40C

Tim Wilson (#672)
RR#2
Keswick
Ontario L4P 3E9
CANADA
416/476-4071
'38 46

Roy W. Schmidt (#673)
10200 Yankee Hill
Lincoln, NE 68526
'37 90

Joe Marino (#674)
9001 Airport Blvd.-106
Houston, TX 77061
713/333-2010
'37 40

Chuck Ellsworth (#675)
1826 2nd St.
Eureka, CA 95501
707/443-4747
'38 40

Rene D. Delhomme, Sr. (#676)
414 Maryview Farm Rd.
Lafayette, LA 70507
318/232-4700
'38 81; '38 60 hearse

Mike Hart (#677)
186 Brushy Plain Rd.
Branford, CT 06405
203/481-0005
'38 46C

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- 1937 Model 41 4-Door Trunk Back Sedan
- 1938 Model 41 4-Door Trunk Back Sedan
- 1938 Model 46 Business Coupe
- 1939 Model 41 4-Door Trunk Back Sedan
- 1940 Model 41 4-Door Trunk Back Sedan



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The Best in '37-'38. Period.

BUMPER GROMMETS, FRONT

1937-38 Grommets, front bumper, right and left. Replaces #1299430-1, beautiful copy. Series 40 & 60.
B-0041 \$28.50/pr.
1937-38 Grommets, front bumper. Replaces #1299408, fine reproduction. Series 80 and 90.
B-0056 \$23.00/pr.

BUMPER GROMMETS, REAR

1937-38 Grommets, rear bumper. Replaces #1300016. Series 40, 60. (Does not fit '38).
B-0042 \$19.50/pr.

HOOD BUMPERS & ANTI-SQUEAK

1928-39 Hood lacing, webbing anti-squeak. 15/16" wide, 1/8" thick. With hollow center to receive wire if needed, or fasten with rivets if so found originally. Excellent quality.
CV-0578 \$3.00/ft.

1936-87 Masticated sheet. 3/32" thick rubber sheet containing random milled cotton cord reinforcement, use for front end splash aprons, etc. You cut to required pattern. Available in approximately 42" X 60" sheets, sold by square foot in any rectangular size which is within these dimensions. Most models.
C-0645 \$4.25/sqft

1937-49 Pad, hood rest. Replaces #1299145 & #1309255. Metal carcass, tab-held. All models.
1937-38: 6 per car.
1939-49: 8 per car.
C-0127 \$5.50/ea.

FENDER FITTINGS

1927-50 Fender welting, superior quality, proper construction of fabric reinforced vinyl over twisted paper rope core, 1-3/8" wide, black only. Comes in 2 bead sizes 1/4" and 3/16" and also 25 ft. or 50 ft. roll.
B-0184-AA (1/4"-25ft.) \$11.25/ea.
B-0184-AB (1/4"-50ft.) \$20.50/ea.
B-0184-BA (3/16"-25ft.) \$11.25/ea.
B-0184-BB (3/16"-50ft.) \$20.50/ea.

1930-55 Fender welting, bright chrome, 3/16" bead, 1-1/2" width. Superior quality. Available in 25 ft. or 50 ft.
CV-0574-A (25 ft.) \$11.25/ea.
CV-0574-B (50 ft.) \$20.50/ea.

1936-41 Pad and Seal, fenderskirt edge. Most late pre-war GM cars with removable fenderskirts.
C-0055 \$26.00/pr.

1937-38 Mounting pad, rumbleseat step to fender, proper beaded edge, exact copy. Some models, as required.
B-0182 \$13.25/ea.

RUNNING BOARD MATTING

1937-38 Runningboard matting. Special original design, molded in solid aluminum molds, right and left. Size includes stock for apron riser and outer radius. Some splicing necessary. Subject to batching so order early. Series 40 only.
B-0145 \$330.00/set

BODY MOUNTING PADS

1937-38 Shim, body sill, for #2, #4 and #6 body bolts. Replaces #1297255. 6 per car. All Series 40 & 60 (except convertibles).
B-0231 \$6.00/ea.
1937-40 Shim, body sill. For #1 bolt holding body. Replaces #131576 for:
1937-39: Series 40 & 60 (except conv'ts.)
1940: Series 40, 50, 60 & 70 (except convertibles)
B-0233 \$7.75/ea.

VULCANIZED WINDSHIELD GASKET

1937-38 Vulcanized windshield weatherstripping channel. Series 40 and 60 closed cars. Models w/o reveal molding. Order C-0159 Gasket separately.
B-0250 \$51.50/ea.
1937-38 Vulcanized windshield weatherstripping channel. Series 40 and 60 convertibles (non-reveal molding). Order C-159 Gasket separately.
C-0601 \$45.00/ea.

DIVISION BAR GASKET

1937-38 Gasket, windshield division post, inner and outer, also acts as retainer for outer division bar chrome molding. Steel core, threaded as original for screws. Many models.
C-0159 \$22.00/set

WINDSHIELD WEATHERSTRIPPING

1937-40 Channel, windshield, for windows without chrome reveal molding. (With 2 piece windshield, select gasket for division bar). 12 ft. strip. Some models.
C-0058-CA \$30.50/ea.
1937-48 Channel, windshield, for windows with chrome reveal molding. Plain channel for 1/4" glass. 12 ft. strip. Most models.
C-0058-EA \$30.50/ea.

WINDSHIELD WIPER MOUNTS

1937-38 Mounting gasket, windshield wiper transmission. Replaces #4074294 & #4082366. Carefully made to proper outline with smooth radius at edge. Mounted on cowl. Series 40 & 60.
C-0074-B \$5.25/pr.

COWL VENT GASKET

1937-41 Gasket, cowl vent. Replaces #4081958. Perfect copy of original, not a sponge substitute, top quality material.
1937: Series 40, 60.
1938-40: All
1941: Ser. 40, Mod. 44, 44C, 44S, 47, All 50, 70.
C-0143 \$14.25/ea.

DOOR BUMPERS

1932-46 Bumper, front and rear body hinge pillar, 1" diameter X 1/4" thick, held by screw, steel core. Auxiliary, used only where needed to prevent door rattle.
CV-0025 \$3.75/ea.

1932-46 Bumper, front door above the upper hinge on the upper radius of the door. Stiff-backed, retained by screw, mounted on door only. All closed GM models.
C-0131 \$2.75/ea.

1933-39 Pad, door jamb (door side bumper). Heavily used all models.
1933-36, also on some convertibles through 1939.

C-0008-F \$3.50/ea.

1936-60 Bumper, door center post, upper, fits 1/4" hole, 5/16" thick, self-retaining. Most closed bodies as required.

C-0136 \$1.75/ea.

1937-53 Bumper, door side. Replaces #4076899, square type held by 4 screws, metal core as original. Convertible and hardtop convertible.

C-0168 \$22.00/pr.

MISC. DOOR PARTS

1928-53 Pressure ring (washer) sponge rubber, interior door handle and window regulator escutcheon. Replaces #4101894, #4023909, #4110663, 1-3/4" O.D. X 3/8" thick. Some models.

C-0261 \$2.75/ea.

1930-40 Cushion, door check link. Replaces #4290073, for rod type door check. 1" diameter X 3/8" thick with 5/16" hole. All models using rod type door check.

C-0325 \$3.00/ea.

1930-40 End stop and cushion, door check link rod. Replaces #4290065. Rubber with embedded steel plate 5/16" diameter thread. Most models with rod type door checks.

C-0326 \$6.75/ea.

1931-40 Rubber washer, door check link stop. Replaces #4082335, molded with all original features.
1931-39: All
1940: Series 40, 60, 80, 90.

C-0384 \$4.25/ea.

1935-62 Knob or push button rubber, for inside door lock, fits over 1/8" steel rod to door lock. Hard brown rubber, may be lacquered other colors as required. Most models (except those using chrome knobs). See also C-354.

C-0660 \$2.50/ea.

1936-41 Rubber knob for inside door lock control rod. Neutral brown color rubber, 1/8" hole. Some models. See also C-660.

C-0354 \$2.75/ea.

SIDE WINDOW CHANNEL W/STRIP

1916-86 Filler strip, sash channel, for all applications fitting glass to sash channel not requiring weatherlip type of filler. Check your old filler strip to find thickness needed. This is the highest quality linen back, rubber cork composition for a professional job on swingout windows, door vent windows & conv't. side windows having metal frames as well as many side or door windows on closed bodies. Please specify thickness required. Be sure to measure length carefully, as this item is NOT returnable.

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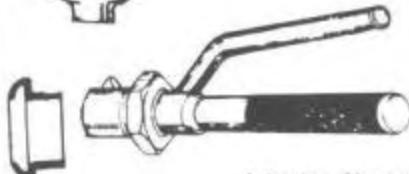
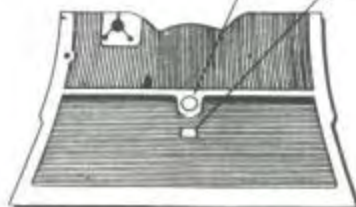


1937-49	STROMBERG CARB OVERHAUL KITS SER.40-60	CK-379S	\$25.00
1937-40	CARTER " " " " 40-60	CK-370C	\$21.00
1937-51	STROMBERG CARB " " 60-70-80-90	CK-371S	\$23.00
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1937	OWNERS " " " "	OM-37	\$ 6.50
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1937	FISHER BUICK ONLY BODY MAN* SER.40-60	FM-37	\$12.00
1938	" ALL GM " " "	FM-37B	\$12.00



1938	BUICK ACCESSORIES FACTS BOOKLET REPRINT	SL-38A	\$ 3.00
1938	1938 SALES "NEWSPAPER" PHOTO'S 15" X 23"	SL-38BN	\$ 6.00
1929-42	BODY & CHASSIS PARTS BOOKS 2-VOLUMES	PB-312	\$50.00PR
1937	INSTRUMENT CLUSTER SILK-SCREENED GLASS	D6-37	\$27.00
1938	" " " " "	D6-38	\$27.00
1937-38	CLOCK or RADIO(CHOICE)* " "	X6-XX	\$16.00
1937-38	FRONT FENDER FROSTED GLASS LENS	PL-37B	\$17.50
1937-40	WIPER ARM - CHROME - ALL SER.	WA-360	\$12.00
1937-38	" BLADE 8-1/4"	WB-8	\$ 4.00
1936-39	SPARK & ROCKER CVR ZINC PLTED ACORN NUT	AM-369	\$ 2.00
1933-52	FENDER WELL ANCOR NUTS W/TAB	WN-332	\$ 1.00

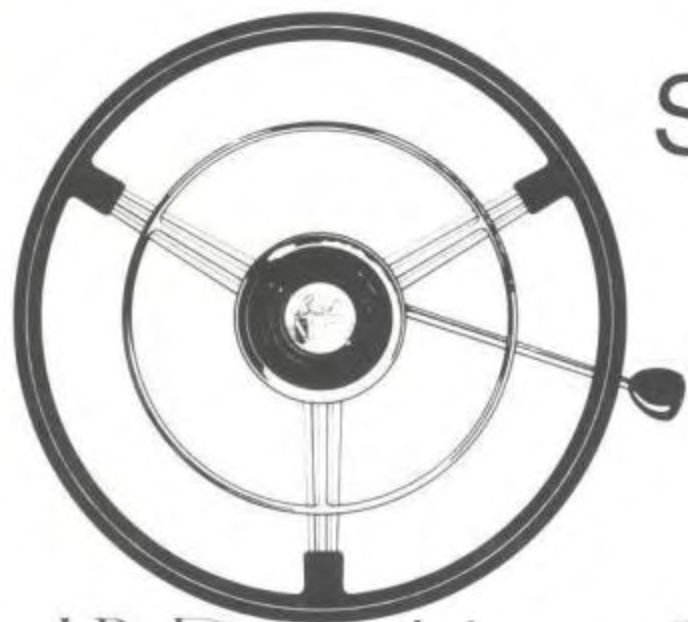
1937-38	ENG. & INTERIOR DECAL & DETAIL SET 17PCS	DS-377	\$39.00SET
1937/38	HOOD ORNAMENT (SPECIFY)	HO-3X	\$65.00
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1937-42	CONVERTABLE CHROME DOOR LOCK BUTTONS	LB-372	\$ 7.50
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1933-38	PAD, FRONT SUPPORT, REPLACES #1271631	SP-338	\$ 9.00/PR
1937-53	UPPER CONTROL ARM BUMPER - SNAP-IN TYPE	UB-373	\$ 5.00
1937-38	FRONT LOWER ARM BUMPER-CLAMP MOUNT-SER?	LB-3XX	\$18.00/PR
1936-53	EXHAUST DEFLECTOR-DOUBLE WALL ACCES.COPY	ED-363	\$13.75
1937-38	ANTENNA INSULATOR RUNNING BOARD MOUNT	RI-378	\$35.00 PR



1937-38	FRT FLOOR MAT.SER.40-60 COPY.CAN FIT ALL FF-378	\$150.
1938-40	DECK HANDLE RUBR MNTNG PAD(SUPERIOR COPY)DH-380	\$ 7.00
1937-38	DOOR SILLS ETCHED ALUMINUM PATTERN DS-378	\$20.00
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1936-38	SOLID STAINLESS BUMPER BOLTS BB-36	\$ 6.00
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1937-38	EXHAUST CENTER MANIFOLD SER. 60-80-90 EM-378	\$165.
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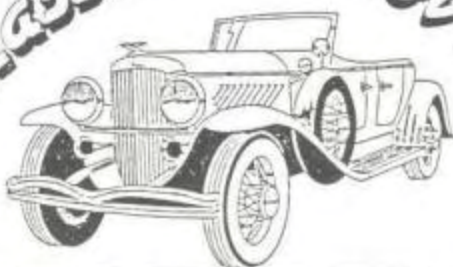
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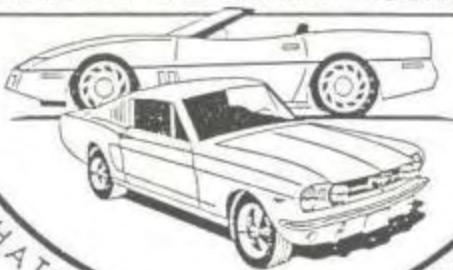
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MODEL 46-S



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MODEL 41



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MODEL 44

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